

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

CONFIDENTIAL

DATE DISTR. 31 MAR 50

SUBJECT Russian Jet Aircraft at Finow Airfield

NO. OF PAGES 2

25X1

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.

25X1

SUPPLEMENT TO
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50
U.S.C., 81 AND 82, AS AMENDED. ITS TRANSMISSION OR THE REVELATION
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-
HIBITED BY LAW. EXPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. On 2 February 1950, FINOW airfield was occupied by six Type I jets, one Type II jet, one Dakota type, and four PO-2 aircraft. All planes were seen in parking areas located at the northern end of the runway, before a small woods; the jets were grouped somewhat apart and were under special guard. The runway itself runs E-W; observation was difficult because of intervening woods and heavy snow on the ground, but runway length is estimated at over 1,800 meters.
2. During the observation period, some of the Type I's took off and flew around the field. Take-off and landing speeds were not very high. Take-offs with built-in supercharger aid required 1,200 to 1,500 meters, after which the planes appeared to hang neutralized in the air (Flügellehm) before picking up jet speed. During flight, the planes were always visible. Speed is estimated at 600 kmph. When landing, Type I descended at a very steep angle and leveled off sharply, using about 800 to 1,200 meters of the runway. In flight, Type I makes a hollow sucking sound; on the ground, a clear singing tone; the latter tone, source remarks, was a characteristic of German wartime jets. The main landing gear of Type I retracts into the wings while the front landing; wheel snaps backward into the nose.

25X1

a. The jets arrive in sections by rail.

b. The jets at FINOW have not achieved all desired aims and are plagued by children's diseases (Kinderkrankheiten): faulty turbine ignition causes serious fire hazards when starting; the three-wheel landing gear is imperfect (source observed that most Type I's flew with this gear lowered); there are

25X1

CLASSIFICATION		SECRET			
STATE #	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION		
ARMY #	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI			

CONFIDENTIAL

This document is hereby regraded to
CONFIDENTIAL in accordance with the
letter of 13 October 1978 from the
Director of Central Intelligence to the
Archivist of the United States.

Approved For Release 2004/01/21 : CIA-RDP82-00457R0004600180014-1

Document No. 9

No Change in Class

Declassified

Class. Changed

Auth.: HR 70

Date: 07 JUN 1978

25X1

CENTRAL INTELLIGENCE AGENCY

25X1

-2-

~~CONFIDENTIAL~~

many take-off failures; and there are great deficiencies in servicing and maintenance. These latter tasks call for reliance on German personnel.

4. Also on 2 February there were numerous PC-2 flights, and a Dakota arrived to disembark some high ranking S/F officers.
5. Two radars before the barracks were working, antennae turning simultaneously. These are operated by electricity supplied from two command cars.
6. BINOW airfield is guarded by a special MVD unit. Two officers of this unit, wearing green shoulder straps/red piping, drew up in passenger car

25X1

25X1

7.

25X1

25X1

Comment: Presumably, since the runway is E-W, this should read, "parking areas located north of the runway".

25X1

~~SECRET~~~~CONFIDENTIAL~~